1-11-1

TRAVELING GUIDE.

### CHESS COLUMN PHILADELPHIA EVENING BULLETIN. FRIDAY, March 23, 1866.

THE REICHHELM-MACKENZIE MATCH. We doubt if anybody has been as much astonished at the result of this match as Captain Mackenzie himself. In six sittings the contest was decided by the resignation of Mr. Reichhelm, he having failed to score a single game against Captein Mackenzie's five. We regret, on some accounts, that the battle was not fought out, but Mr. Reichhelm is, of course, the best judge of the propriety of continuing such up-hill work.
We have no intention of making excuses

for this unexpected result of the match. We are naturally disappointed at it, as we had every reason to expect a very different issue. both from our general knowledge of our colleague's real Chess strength and from the result of his former play with his recent antagonist. We have no fault to find with anything or anybody connected with this match. Mr. Reichhelm and ourself were received and treated with every courtesy, as might have been expected, and we are satisfied that the disappointment felt in Philadelphia is shared by many of the New

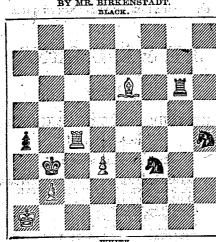
York gentlemen who witnessed the match.
There are one or two remarks which we may, make without at all detracting from the laurels of the winner of this contest. In our judgment the result illustrates, very strongly the advantage of practice in match playing. Out of sheer nervousness arising from the novelty of his position, Mr. Reich helm played a full Knight below his ordinary strength, all through the match. In every instance (af least in the four games which we have seen at this time of writing) Mr. Reichhelm committed blunders so glaring as to prove that he was not at all in training for a contest with an experienced steady opponent. In the actual matter of Chess-play, we do not hesitate to express the opinion that the superiority was on Mr. Reichhelm's side. In no case was he outplayed by his adversary. Captain Mackenzie very sensibly adopted the wary policy of husbanding his forces, and allowing his an-tagonist to exhaust himself in his powerful attacks, counting upon the losses in the early part of the games to tell, as they

always did, upon the issue. We do not like to refer to the theory advanced by the New York Tribune, in explanation of Mr. Reichhelm's failure. We were aware of his indisposition as early in the match as Saturday morning, but urged him to play at the usual hour. Knowing how liable any proposition for postponement was to misrepresentation, we thought it better to risk the loss of a game than to be thought desirous of evading the issue.

Mr. Reichhelm is yet a comparatively young Chess player, and we believe that the effect of this match will not be lost upon him. The experience, bought at so high a price, is most valuable, and we hope at some future day to see him again cross swords with his late antagonist.

Captain Mackenzie has fairly won the American championship, but we doubt if he will long be allowed to enjoy his laurels unchallenged. These contests give a greatly increased interest to the noble game, and there are not a few ambitious aspirants for Captain Mackenzie's laurels. He has gained them in a fair fight, and we congratulate him upon his victory.

## Problem No. 429.



White to play and mate in four moves

CHESS IN NEW YORK. Game No. 1299. First game in the match between Mr. G. Reichhelm, of Philadelphia, and Captain Mackenzie, of New York.

Mackenzie, of New Yo	ork.
(Ruy Lope	z Game.)
WH. (MACKENZIE.)	BL. (REICHHELM.)
1. P to K 4	P to K 4
2. K Kt to B 3	Q Kt to B 3
3. B to Kt 5 4. B to R 4	P to Q R 3
4. B to R 4	K Kt to B 3
5. Castles	B to K 2
6. Kt to Q B 3	P to Q Kt 4
7. B to Kt 3	Castles
8. P to Q 3	P to K R 3
9. Kt to Q 5 10. P to K R 3	P to Q3
	Kt to Q R 4
(Excellently played	—relieving himself at
once from all constrai	nt.)
11. Kt x B (ch)  12. Kt to R 2  13. R P x Kt  14. P to K B 4  15. P x K P  16. P x P  17. B to K 3  18. Q to Q 2  19. O R to K so	Q x Kt
12. Kt to R 2	Kt x B
13. R P x Kt	Kt to R 2
14. P to K B 4	P to K B 4
15. P x K P	QPxP
16. P x P	BxP
17. B to K 3	Q to K 3
18. Q to Q 2	Kt to B 3
20, 0 20,00 27,00	
(Black was apparen	tly in a critical posi-
tion; but by this m	ove "from the nettle
danger he plucks the	nower safety."
20. B to B 5 21. P to Q Kt 4 22. Q to B 2	R to B 2
21. P to Q Kt 4	Q to Q 4
22. Q to B 2	B to R 2
23. P to Q 4	7
(This move, which i	s almost forced, proves
the wisdom of Black'	s nineteenth move, as
he has now secured a	well-protected passed
pawn.)	
	23. Q R to K sq
24. Q to Kt 3	Q to K 3

20. B to B 5 R to B 2	16. Q Kt to Q 2
21. P to Q Kt 4 Q to Q 4	17, P to K Kt 4
22. Q to B 2 B to R 2	18. P to K 6
23. P to Q 4	(This move loses the
(This move, which is almost forced, proves	result of one of those mi
he wisdom of Black's nineteenth move, as	Mr. Reichhelm seamed
e has now secured a well-protected passed	A STATE OF THE STATE OF THE
nawn.)	
23. Q. R. to K sq	19. P x Q
24. Q to Kt 3 Q to K 3	20. Kt to K 5
25. Kt to B 3 Kt to Q 2	21. B x B
26. Kt to K.5	22. Kt x Kt P
(White cannot safely take the QBP, and	23. K to R sq
vinces excellent judgment in thus playing	24. R to K Kt sq
or a draw.)	25. R to Kt 2
26. Kt x Kt	26. R to Kt 3 27. P to KB 4
27. PxKt QxP	
$28. Q \times Q \qquad \qquad R \times Q$	(The commencement of
29. R x R K x R	carried on with great
(The Bishops being on different colors, it	almost saves the game.)
seems now impossible for the game, with	2
correct play, to be other than drawn.)	28. R to K B sq
	29. Kt to B 6
30. B to Q 4	30. P. to K R 4
31. P to Q B 3 P to K R 4 32. R to K 3 B to B 4	31. Q.R to K Kt sq
33. R to Kt 3 P to K Kt 3	32. R to Kt 5
	33. R x P (ch)
	34. Kt to K 8 (ch)
	35; P x R (Q)
36. R to Q R sq K to K 3 37. K to K B 2 K to Q 4	36. R to B 5
37. K to K B 2 K to Q 4	37. P to R 5

lished himself in an position.)	
[] · · · · · · · · · · · · · · · · · · ·	39. B to Q 2
40. P to Kt 3 (ch)	K to Q4
41. R to R 2	B to B 4
42 K to B 4	R to K B sq
41. R to R 2 42. K to B 4 43. K to K 3	R to Q B sq
44. R to Q2	K to K 3
(Black's only chance	a c mining mon h
ciring an this no	9 OI MITTING Mas n
giving up this pawn.)	
45. K x P	R to B 8
46. R to K 2	R to B 8 B to Kt 2 (ch)
47. K to Q 3 (ch)	K to Q 2
47. K to Q 3 (ch) 48. P to Kt 3	R to B 6 (ch)
49. R to K 3 50. B x R 51. P to R 4	$\mathbf{R} \times \mathbf{R}$ (ch)
50. B x R	B to Kt 7
51. P to R 4	K to K 3
.52. B to B 4	P to B 3
53. K to Q 4	R to Q 4, and th
game was drawn by	mutual consent.
B " and different by	
Came	No. 1300.
Second game in	the same match.

game w	as drawn by mutual consent.
	Game No. 1300.
Se	cond game in the same match.
	(Evans' Gambit.)
WH.	REICHHELM.) BL. (MACKENZIE

(Evans' Go	
WH. (REICHHELM.)	BL. (MACKENZIE
1. P to K 4	P to K 4
2. Kt to K B 3	Kt to Q B 3
3. B to B 4	B to B4
4. P to Q Kt 4	BxP
5. P to Q B 3	B to B 4
6. Castles	P to Q 3
7. P to Q 4	PxP
8. P x P	B to Kt 3
9. B to Kt 2	Kt to R 4
10. B to Q 3	Kt to K 2
11. Kt to Kt 5	P to KR3
12. Q to K R 5	Kt to Kt 3
13. Kt x P	K x Kt
14. P to K 5	Q to Kt 4
15. Q to B 3 (ch)	K to K sq
16. P x P	PxP
17. Kt to B 3	
(Simply miraculous.	B to B sq, attack
the Oregon morald borne	formed the recent

17. Kt to	B3		
(Simply mi	raculous.	B to B sq,	attacking
the Queen we	ould have	forced the	recapture
of the Kt, wi			
	1	7. Kt to K	2

DWD ad, and orms
forced the recapture
inning game.)
7. Kt to K 2
Q to Q 4
K to Q sq
B to B 2
Q Kt to B 3
Q to K B 4
7. Kt to K 2 Q to Q 4 K to Q sq B to B 2 Q Kt to B 3 Q to K B 4 Q to K t 3 Kt x Q B x B R to B sq K to B 2
Kt x Q
BxB
R to B sq
K to B 2
R x Kt
KxP
R x Kt K x P K Kt to K 4 B to B 4
B to B 4
K to B 2 R to K sq
R to K sq
Kt to B 3 (ch)
$R \times R$
R to KR8
•
have been better t
loss of the pawn wa

take the Bishop.	ould have been better to The loss of the pawn was than preserving White's
	man preserving withe a
Rook.)	37. B to K 3
38. K x R	BxR
39. B x B	K to Q 3
40. B to B 7	Kt to Q sq

		3/.	ROES	
	38. K x R		BxR	
	39. B x B		K to Q3	
	40. B to B 7		Kt to Q sq	
	41. B to Kt 8		Kt to K 3	
•	42. K to Kt 2		$\mathbf{Kt} \times \mathbf{P}$ (ch)	-
	43. K to Kt 3		K to K 4	
	44. K to Kt 4		P to Q Kt 4	
	45. B to B 7		P to Q R 4	
	46. B to K 8		P to Q Kt 5	
	47. B to Q.R.4		Kt to Q 4	•
	48. K to R 5		K to B3	
	49. B to Kt 3		Kt to B 6	
	50. K to Kt 4		P to R5	
	51. B to B 2		P to Kt 6	
	52. B x P		PxB	
41 -	53. P x P		Kt to Q4	
	74 T7 to TD 4		K to B 4	
	55. P to R 3		Kt to B3, and	l Mr
	chhelm resigns.		· · · · ·	

### Game No. 1301. Third game in the same match. (Ruy Lopez Game.)

(251.3 2.5)	
WH. (MACKENZIE.) I	BL. (REICHHELM.)
1. P to K 4.	P to K4
2 K Kt to B3	Q Kt to B 3
3. K B to Q Kt 5	K Kt to B 3
4. Castles	KtxP
5. P to Q 4	Kt x P
6. KtxKt	P x Kt
(An unaccountable bl	under.)
7. R to K sq	P to K B 4
8. P to K B 3	
	$\mathbf{B} \times \mathbf{R} \cdot \mathbf{P}$ (ch)
(Rash as this looks, a	fter losing the Kt, it
I was nerhans the best	line of play. Black
could not afford to give	White a moment's
breathing time.)	
.10, K x B	Q to R 5 (ch)
77 4- 774	Contlon

11. K to Kt sq	Castles
12. B to B 4 (ch)	P to Q 4
13. B x P (ch)	K to K sq ,
14. P to K 5	P to B3
15. B to Kt 3	P to B 5
16. Q to K 2	B to Kt 5
17. Q to B 2	Q to R 4
18. Kt to Q 2	P to B 6
19. R to B so	R to B 4
20. Kt x P	· · · QR to KB sq
21. Q to Kt 3	B x Kt
22. R x B	. PtoKR3
23. P to K 6	RxR
24. P x R	$\mathbf{R} \times \mathbf{P}$
25. Q to Kt 2	R to B 3
(All through this	game, after the first fata
blunder. Black show	vs the best qualities of
Chesa player	a Wall

23. P to K 6	RxR	
24. P x R	$\mathbf{R} \times \mathbf{P}$	
20. 0 10 110 2	R to B 3	
(All through this	game, after the first fata	1
blunder, Black sho	ws the best qualities of	а
Chess player.)		į
26. B to K B 4	RxB	
27. P to K.7	P to Q 6	
28. Q to Kt 3	P to Q7.	
29. Q x R	P to Q 8 (cn)	
30. R x Q	Q x R (ch)	
31. K to B 2	Q to Q 2, and Mi	
Reichhelm resigned	1.	
ti i i i i i i i i i i i i i i i i i i		

playe Wh. (REICHHELM.)	RL (MACKENZIE
1. P to K 4	D to K
2. K Kt to B 3	
3. B to B 4	B to B4
5, BWD4	B T D
4. P to Q Kt 4 5. P to B 3	B+o B4
	P to Q3
6. Castles	PxP
7. P to Q4	B to Kt 3
8. P x P	Kt to R 4
9. B to Kt 2	Kt to K 2
	Pto R3
11. Kt to Kt 5	Castles
12. Q to R.5	
13. P to K 5	B to B 4
14. B x B	Kt x B
15. Kt to B 3	မွှုလမွှေ 2
16. Q Kt to Q 2	P to Q 4
	P to K Kt 3
18. P to K 6	2. ARX 1982 47 11 11
(This move loses the	game, and was

17. P to K Kt 4 18. P to K 6	PIOKALS	
result of one of thos	the game, and was the e miscalculations which	)
	ned unable to avoid.)	

Mr. Reichhelm sear	ned unable to avoid.)
The British Fig.	18. P x Q
19. P x Q	PxP
20. Kt to K 5	← BxQP
21. B x B	Kt x B
22. Kt x Kt P	K to Kt 2
23. K to R sq ·	Q-R to Q sq
24. R to K Kt so	Kt to K 7
25. R to Kt 2	Kt to K B 5
26. R to Kt 3	Kt to Kt 2
27. P to K B 4	man as a second second
(The commencem	ent of an attack which
carried on with gr	eat ability, and which
almost saves the ga	me.)
	27. Kt x P

arried on with gree	
lmost saves the gam	27. Kt x P
28. R to K B sq	Kt to Kt 3
29. Kt to B 6	Kt to B 3
30. P to K R 4	K to R sq
31. Q'R to K Kts	g P to K R 4
32. R to Kt 5	Q Kt to K 4
33. Rx.P (ch)	K to Kt 2
34. Kt to K 8 (ch)	KR x Kt
35. P x R (Q)	$\mathbf{R} \mathbf{x} \mathbf{Q}$
36. R to B 5	R to K/R sq
37. P to R 5	P to K B 3
200 m - 0 176	AND PORTS

# (Mr. Reichhelm has now arrested a piece from his adversary, but the lost pawns are fatal to his chances.)

TATAL TO THE CHAMCOOL	and the same of the same
£ 9/8 5 <b>39.</b>	K to B 2
-40-R to Kt 5	K to B 3
41. Kt to B 3	P to K 5
42. R to Kt 6 (ch)	K to K 2
	$\mathbf{R} \times \mathbf{P}$ (ch)
44. K to Kt 2	P to Q R 3
45. K to Kt 3	K to B 2
46. R to Kt 4	K to B 3
	P to Kt 3
48. R to Kt 8	R to Kt 4 (ch)
49. $\mathbf{R} \times \mathbf{R}$ (ch)	KxR
49. R x R (ch) A few more moves wer	e played, but the
	tu Maalzangia ha

array of pawns which Mr. Mackenzie has preserved is so strong that Mr. Reichhelm has at this point no chance of saving the

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PHILADELPHIA TO THE INTERIOR OF PENE SYLVANIA, THE SOUUYLEILL, SUSUUHAAN NA, OUMBERLAND AND WYOMING VALUE THE NORTH, NORTHWEST and the CANADAI WINTER ARRANGEMENT OF PASSAGGE TRAINS leaving the Company's Depot, THII TEENTH and CALLOWHILL Streets, Philadaiphi TRAINS leaving the Company's Bebot, THIR-TEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

At 8 A. M., for Reading, Lebanon, Harristong, Pottsville, Pine Grove, Tamagua, Senbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allendown, Wilkesbarre, Pittston, York, Carliale, Chambershong, Hagerstown, &c., &c.

This, train connects at READING with the East Pennsylvania Ralicoad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with Catawissa Baliroad trains for Williamsport, Lock Haven, Elmira &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schupikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

Leaves Philadelphia at & 3D P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia R.R. trains for Columbia with Reading and Reading Reading and Reading Readi

wissa Baliroad train for Milton, Williamsport, Elmira, Buffalo, &c.

READING ACCOMMODATION.

Leaves Reading at 6.39 A. M., stopping at all waystations; arrives in Philadelphia at 9,39 A. M., arrives in Reading at 7.89 P. M.

Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.89 P. M.

Trains for Philadelphia leave Harrisburg at 7.25 A. M., and Potisville at 8.80 A. M.; arriving in Philadelphia at 12.45 P. M. and Pottaville at 2.45 P. M.; arriving at 14.54 P. M., and Pottaville at 2.45 P. M.; arriving at Philadelphia at 7.05 P. M.

Harrisburg accommodation leaves Reading at 7.25 A. M. and Harrisburg at 5.00 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12.5 noon for Reading and all way stations; leaves Reading 11.30 A. M., and Downlingtown 12.30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Benday trains leave Pottsville at 8.00 A. M.; and Philadelphia at 2.15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downlingtown and intermediatepoints whe the 800 A. M. and 4.50 P. M. trains from Philadelphia at 2.50 P. M. Trains from Philadelphi

Passengers for Downingtown and intermediste points take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.05 A. M. and an experience of the property of take the 8.00 A. M. and 4.20 P. M. trains from Philadeiphia, returning from Downingtown at 7.05 A. M. and
2.20 Noon.

NEW YORK EXPRESS, FOR PITTIBURGH AND
THE WEST.

Leaves New York at 9.00 A. M. and 8 P. M., passing
Reading at 1 A. M., and 2.48 P. M., and connecting at
Harrisburg with Pennsylvania, and Northern Central
Rahroad Express Trains for Pittaburgh, Chicago, WilIllamsport, Elmira, Baitimora, &c.
Returning, Express Train leaves Harrisburg on
arrival of Pennsylvania Express from Pittaburgh, at
2 and 9.05 A. M., passing Readifiz at 4.29 and 10.52 A. M.,
arriving at New York 10 A. M., and 2.45 P. M. Sleeping
Car accompanying these trains through between Jersey
(lity and Pittaburgh, without charge.

Mail train for New York 12 and 19.52 A. M.,
Mail train for New York 12 and 19.52 A. M.,
Noon.

SCHUYLKHLE VALLEY RAILROAD.

M. Mail train for Harrisdurg leaves New York at IX Noon.

SUHUYLKILL VALLEY RAILENDAD.

Trains leave Pottsville at 6.45, 11 A. M. and 7.15 P. M., returning from Tamsqua at 7.85 A. M. and 1.40 and 4.15 P. M.

SUHUYLKILL ANDSUSQUEHANNA RAILROAD.

Trains leave Auburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 A. H. and 6.00 F. M.

Through "inst-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

to sail the principal points in and canadas.

The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS,

At 25 per cent., discount between any points desired At 25 per cent., discount between any points desired for families and firms.

MILEAGE TICKETS.

Good for 2,000 miles, between all points, at \$25 50 each, for families and firms.

SEASON TICKETS.

For three, six, nine or twelve months, for holders only, to all points at reduced rates.

CLERGYMEN

Residing on the line of the Road will be furnished with cards, entitling themselves and wives to tickets at half-fare.

half-fare. EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets.

mad omy as an Prices United Threeman and Canow-hill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TRAINS.

Leave Philadelphia daily at 5.30 A. M., 12.45 noon and 5.P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 215 P. M.

NETHINGS PHILADELPHIA WILLIAMS

cipal Stations only at 215 P. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILRUAL-TIME TARKE.—Commencing MONDAY,
March 2th, 1886. Trains will leave Depot, corner of
Broad street and Washington avenue, at follows:
Express Train, at 4.15 A. M. (Stondays excepted),
for Baltimere and Washington, stopping at Chester,
Wilmington, Perryville, Hayre-de-Grace, Aberdeen,
Perryman's, Hagnolis, Chase's and Stemmer's Ruin.
Delaware R.R. Train, 3.18 A.M. (Sundays excepted), for
Salisbury, Millier of and intermediate stations.
Way-mail Train, at 2.15 A. M. (Sundays excepted), for
Salisbury, Millier of and intermediate stations between
Wilmington and Baltimore, stopping at Chester, Thurlow,
Linwood, Claymont, and all regular stations between
Wilmington and Baltimore.
Express train at 11.45 A. M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester,
Claymont, Wilmington, Newark, Elkton, North-East,
Perryville, Hayre-de Grace, Aberdeen, Perryman's,
Magnolia, Chase's and Stemmer's Bnn.
Night Express at 11.00 P. M. for Baltimore and Washington.
Passengers by boat from Baltimore for Fortress

ington.

Passengers by boat from Baltimore for Fortress
Monroe, Korfolk, City Point and Richmond will take the liss A. M. Train.
WILMINGTON ACCOMMODATION TRAINS,
stopping at all stations between Philadelphia and Wilmington. mington.
Leave Philadelphia at 8.15,11.15 A.M., 3.30, 5.20 and 11.30
P. M. The 3.50 P. M. train connects with the Dela ware Railroad for Harrington and intermediate status

P. M. The 330 P. M. than contend ware Rairoad for Hartington and intermediate stations.

Leave Wilmington 7.00, 8.15 and 9.30 A. M., 3.00 and 5.00 P. M.

Trains for Newcastle leave Philadelphia at 8.15 A.

M., 3.30 and 5.30 P. M.

TREOUGH TRAINS FROM BALTIMORE

Leave Wilmington at 12.00 M., 4.30 and 10.00 P.M.

CHENTER FOR PHILA DELPHIA.

Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.57, 3.43, 5.01, 5.44 and 10.35 P. M.

From Baltimore to Philadelphia.—Leave Baltimore 8.30 A. M., Way Mail. 9.20 A. M., Express. Lio P. M., Express. Trains for Baltimore leave Chester at 4.19 and 9.52 A. M., and 8.32 P. M.

Trains for Baltimore leave Wilmington 9.5.23, Pnd 10.33 A. M., and 4.00 P. M.

SUNDAY TRAINS.

Express Train at 1.50 P.M. or Baltimore and Washington, stopping at Chester, Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Night Express 11.00 P. M. for Baltimore and Washington.

Accommodation Trains til. 20 P.M., fer Wilmington

ngton. Accommodation Train at 11.30 P.M., for Wilmington Accommodation Trainat 11.50 P.M., for Wilmington and Intermediate Stations, and Intermediate Stations, EALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8.50 P. M., stopping at Hayre de Grace, Perryville and Wilmington. Also stop at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

and Chester to heave passengers and washington.

A special train will leave Wilmington for Philadelphia and Intermediate Stations at 6.39 P. M.

Freight trains with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.39 P. M. Leave Baltimore for Havre de-Grace and intermediate Stations at 4.5 P. M.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMAN.
TOWN AND NORRISTOWN
RAIGROAD.—TIME TABLE.—On and after WED.
NESDAY, November 1st, 1863, until further notice,
FOR GERMANTOWN.
Leave Philadelphia—5.7, 8, 9, 10, 11, 12, 8, 10,
minutes, 3%, 4, 5, 6, 6, 7, 8, 9, 10, 11, 12, P. M.
Leave Germantown—5.7, 7%, 8, 820, 9, 10, 11, 13, A. M.;
1, 2, 3, 4, 4, 6, 6, 4, 7, 8, 9, 10, 11, 12, P. M.
The 8.20 down train, and the 3% and 5% up trains de
net stop on Germantown Franch.
ON SUNDAYS.
Leave Philadelphia—2.10 minutes, A. M.; 2, 7, and
10%, P. M.
Leave Germantown—5.A. M.; 1, 6 and 9%, P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia—5.10 minutes, 8, 9.40, and 11.40 A.
M.; 1.40, 8.40, 5.40, 6.40, 8.40, and 10.40 P. M.
Leave Chestnut Hill—7.10 minutes, A. M.; 2, and 7
P.M.
Leave Philadelphia—5.10 minutes, A. M.; 3, and 7
P.M.
Leave Chestnut Hill—7.40 minutes, A. M.; 3, and 7
P.M.
Leave Simple P. M. P.M.
Leave Chestaut Hill—7.49 minutes, A. M.; 12.49, 8.49
and 9.55 minutes P. M.
FOR CONNHOLUNEN AND NORRISHOWN,
Leave Philadelphia—8, 8.25, 11.05 minutes, A. M.; 1½,
8, 5½, 5½, 6½, 8.05, and 11½, P. M.
Leave Norristown—5%, 37, 7.50, 9, 11, A. M.; 1½, 4½, 8 ave Normacowa Value, at School Lane, Wissa-185 P. M. train wil stop at School Lane, Wissa-ton, Manayunk, Spring Mills and Conshonocken

niekon, manayung, spring milis and Conshosocken only.

ON SUNDAYS.

Leave Philadelphia—9 A. M., 24, and 7 P. M.
Leave Philadelphia—9 A. M., 24, and 7 P. M.
Leave Philadelphia—6, 2, 25, 11, 05 A. M.; 14, 2, 45, 54, 64, 8, 05, and 114 P. M.
Leave Manayung—64, 74, 2, 20, 94, 114, A. M.; 3, 5, 64 and 3; P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 24 and 7 P. M.
Leave Philadelphia—9 A. M.; 54 and 5 P. M.
W. T. WILSON, General Superintendent,
W. T. WILSON, General Superintendent,
Depot, Ninth and Green streets.

Pepot, Ninth and Green streets.

PHILADELPHIA AND ELMITRA THROUGH LINE.
CATAWISSA RALIKOAD.
Short line to Williamsport, Elmira, Oil Regions, Erie,
Buffalo, Nagara Falls, Suspension Bridge, and all
places in the Western, North Western and South Western States and the Canadas.
Four through trains daily (Sundays excepted).
Leave Philadelphia and Leave North PennsylvaReading R.B. Depot.

1 a. R.B. Depot.

2 a. M.

3.50 P. M.

One train on Sunday at 8:15 P. M.

By all these trains direct connection is made at Elmira with Erie railway; at Salamanca with Atlantic
and Great Western railway; at Bunkirk and Buffalo
with Lake Shore R. R.; and at Suspension Bridge
with Great Western railway.
Fare always as low as by any other line,
Sleeping cars on all night trains.
Second class cars with cushioned seats secompany
each express train, giving passet gers the advantage
of high speed with low fare.
For through tickets and further particulars concern
ing the routes, apply at the.
Ticket Office, 425 Chestnut street.

TRAVELING GUIDE. RORTH PENNSYLVANIA R
Shortest and most direct line to Bethlehem, Allentown
Mauch Chunk, Hazleton, White Haven Wilkesbarre,
Mahanoy City, and all points in the Lehigh and wyo
ming Coal Regions,
Passenger Depots in Philadelphis, THIRD street
above Thompson, and corner of BERKS and AMERI
CAN streets.
WINTER

Passenger Bepots in Philadelphia THIRD street above Thorspon, and corner of BERKS and AMERI OAN streets.

WINTER ARRANGEMENT.

NINE BALLY TRAINS.

On and after Monday, Nov. 20th, 1805, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.30 A. M.—Morning Express for Bethlehem and and Principal Stations on North Pennsylvanis Railroad, connecting at Bethlehem with Lehigh valley Railroad for Allentown, Catasanqua, Slatington, Manch Chunk, Weatherly, Jeanesville, Hasleton, White Haven, Wilkeebarre, Kingston/Pittston, and all points in Lehigh and Woming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad for Bupert, Danville, Milton and Williamsport. Arrive at Manch Chunk at 11.45 A. M.; at Wilkesbarre at 2.45 P. M.; at Mahanoy City at 19 P. M. Passengers by this train can take the Lehigh valley Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York.

AT 8.35 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatbory and Hartsyille, by this train, at 25.25 P.M. Accommodation for Fort Washington, stopping at all intermediate stations.

AT 2.30 P. M.—Accommodation for Passengers for Willow Grove, Hatbory and Hartsyille, by this train, at 25.25 P.M.—Evening Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 6.45 P. M.—Passengers for Plainfield, Somerville and other points on New Jersey Central Ra take N. J. C. Train at Easton, which arrives in New Yerk at 10 P. M. Passengers for Summeytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville at Scations. Passengers for North Wales, and for Nazareth at Bethlehem and for Greenville at Scations. Passengers for North Wales, and for Nazareth at Bethlehem and for Greenville at Scations. Passengers for Summeytown take stage a

and for Nazareth at Bethlehem and for Greenville at Quakertown

AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abington: for Lumberville at Doylestown.

AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Railroad and for Danville, Willager and Catawissa Railroad. Railroad.
AT 6.15 P. M.—Accommodation, for Lansdale, stopping at all intermediate Stations.
At 11 P. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 and 10.02 A. M., and 6.15 P.

Leave Bethlehem at \$25 and 10.02 A. M., and 6.18 P. M.

Passengers leaving Easton at \$230 A. M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M.

Passengers leaving Wilkebarre at 1P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 12.25 P. M.

Leave Doylestown at 6.20 A. M. \$15 and 5.50 P. M.

Leave Lausdale at \$1.0 A. M.

Leave Fort Washington at 10.50 and 2.15 P. M.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doylestown at 8 P. M.

Doylestown for Philadelphia at 4 P. M.

Bethlehem for Philadelphia at 1 P. M.

Tickets must be procured at the Ticket Offices, THIRD at the Cars of Second and Third Streets Line convey passegners to Third Street Depot.

Tickets must be procured at the Ticket Offices, THIRD street or REEKS street, in order to secure the lowest raice of fare.

Hillman's Raggage Express will call for and deliver Baggage at the Depot.

Office, No. 118 Escht THIRD street.

No. 12 Escht THIRD street.

FOR NEW YORK.—The CAMDEN AND AMBOY and PHILADEN AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphias to New York, and
way places, from WALNUT STREET WHARF,
will leave as follows, viz:
At 8 A. M., via Camden and Amboy, Accom.,
2 25
At 8 A. M., via Camden and Jersey City Express, 8.00
At 2 P. M., via Camden and Amboy, Express, 8.00
At 2 P. M., via Camden and Amboy, Express, 8.00
At 12 M. (neon) and 8 P. M., via Camden and
Amboy, Accommodation, (Freight and Pasbenger.)
At 6 and 11.80 P. M., via Camden and Amboy, Accommodation.

At 6 and 11.50 F. M., vin Camben and Almoy, Account modation.

(Freight and Passenger) ist Class Ticket. 2 25 2d Class Ticket. 1 50 At 6 and 10 A. M., 2 and 5 P. M. For Mount Holly, Ewans-ville, Pemberton and Vincentown. At 6 A. M., and 2 P. M. fur Freehold.

At 6 and 10 A. M. 12 M. 2.00, 5, 6 and 11.20 P. M. fur Falmyrs, Riverton, Delanco, Everly, Edgewater, Burlington, Florence. Bordentown, &c. The 10 A. M. and 5 P. M. Line runs direct through to Trenton. LINES FROM KENSINGTON DEPOT will leave as follows: as follows: M., 450 P. M. and 6,45 P. M. via Kensington and Jersey City Express 5 00
At 12 P. M. (Night) via Kensington and Jersey City Express 2 25
The 6,45 P. M. Line will run daily, All others Sundays expended. The 8.45 P. M. Line will run daily. All others Sundays excepted.

Att. 30 and 11.15 A. M., 3, 2.30, 4.28, 5 and 6,45 P. M., and 12 Midnight, for Bristol, Trenton. &c.

At 7.A. M. 1950, 5, 5, and 6 P. M. for Cornwells, rortisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 8 P. M. for Holmesburg and intermediate Stations.

BELVIDERE DELAWARE RAILBOAD, for the Delaware River Valley, Northern Pennsylvanis, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Depot, as follows:

At 7.30 A. M. and 2.30 P. M., fur Niagara Falls, Buffalo, Dunkirk, Canandaigua Elmira, Ithaca, Owego, Bochester, Binghampton, Oswego, Syracuss; Great Bend, Montrose, Wilkeebarge Scranton, Stroudsburg, Water Gap, Belvidere, Esson, Lambertville, Flemngton, &c. The 2.30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At 5.P. M. for Lambertville and intermediate Stations

For New York, and Way Lines leaving Ken

town. Bethlehem. &c.

At5 P. M. for Lambertville and intermediate Stations

For New York, and Way Lines leaving Ken
sington Depot, take the cars on Fifth street, above
Walnut, half an hour before departure. The cars run
into the Depot, and on arrival of each Train, run from
the Depot. On Sundays, Qumibusses will leave Walnut street wharf at 6 P. M. to connect with 6.45 P. M. nut street what at 6 F. m. to combet what each Passenline.

Fifty Pounds of Baggage only, allowed each Passenger. Passengers are prohibited from taking anything
as baggage but their wearing apparel. All baggage
over firty pounds to be paid for extra. The Company
limit their responsibility for baggage to One Dollar per
pound, and will not be liable for any amount beyond
100, except by special contract.

Be Tickets rold and baggage checked direct through to
Boston.

Graham's Baggage Express will call for and deliver
baggage at the Depots. Orders to be left at No. 3 Walnut street.

nut street. LINES FROM NEW YORK FOR PHILADELPHIA: Will leave from foot of Cortland street, at 12 M and 4 P. M., via Jersey City and Camden. At 7. and 10 A. M., 6 P. M. and 12 Night via Jersey City and Ken-

4 P. M., via Jersey City and Camden. At 7. and 10 A. M. 6 P. M. and 12 Night via Jersey City'and Kensington.

From Pier No. 1 N. River, at 6 A. M. and 2 P. M., via Amboy and Camden. At 12 M., 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden. WM. H. GATZMER, Agent. WM. H. GATZMER, Agent. WM. H. GATZMER, Agent. WM. H. GATZMER, Agent. MORE CENTRAL RAILROAD.—5UMMER ARRANGEMENTS.—ON AND AFFER MONDAY, March 19, 1886, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of Thirty-first and Market Streets, (West Philada), at 7.20 A M., and 4.45 P. M. Leave Rising Sun, at 5.35 P. M.

Thi June 18s a Market Train with Passenger Car attached, will run on Tuesdays and Fridays, leaving The Rising Sun at 10.45 A. M., Oxford at 14.55 A. M., and Kennett at 12.45 P. M. connecting at West Chester June 18t, this train will leave the Rising Sun at 4 P. M., Oxford at 5.7 M., and Kennett at 6 P. M. Marketing will not be taken on Passenger Trains.

The Train leaving Philadelphia at 7.20 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Resurning, leaves Peach Bottom to connect at Oxford with the Afternoon Train fer Philadelphia.

The Train leaving Philadelphia at 4.45 runs to Rising Sun, Md.

Passengers are allowed to take Wearing Apparel only, as Baggage, auch the Company will not in any case be responsible for an amount exceeding one hun-

Sun, Md.

Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

Mhip HENRY WOOD, Gen'l. Sup't. WEST CHESTER AND PHILA-MEDIA. DELPHIA RAILROAD, VIA

MEDIA.

P.M. Leave Pennelton for Philadelphia 8.16 A. M., 7.85 P.M. on SUNDAYS—Leave Prinadespinis at \$,30 A. in and 2.00 P. M.
Leave West Chester 7.55 A. M and 5.00 P M.
Trains leaving Philadelphia at 7.20 A. M. and 4.45 P.
M., and leaving West Chester at 7.30 A. M. and 4.50 P.
M., connect at B. C. Junction with Trains on the P. and
B. C. R. R. for Oxford and intermediate points.

ET Passengers are allowed to take wearing apparel
only as Baggage, and the Company will not, in any
case, be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the
same. HENRY WOOD, General Superintendant

This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie national Northwest counties of Pennsylvania to the city of Erie on Lake Erie.

It has been leased and is operated by the Pennsylvania Balinoad Company.

Time of Passenger trains at Philadelphia.

Erie Mail Train.

Erie Express Train.

LEAVE WESTWARD.

Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Passenger Cars run through on the Erie Mail and Express Irains without change, both ways, between Philadelphia and Erie.

Leave New York at 9.00 A.M., arrive at Erie 9.15 A.M., Leave Erie at 1.55 P. M., arrive at New York 3.40 P. M., Elegant Heeping Cars on all Night Trains.

And for Freight business of the Company's Agents.

at corner THIRTIETH and all delphis.

And for Freight business of the Company's Agents:

S. B. Kingston, Jr., corner Tritteenth and Market

S. E. Kingston, Jr., corner Tritteenth and Market

Streets, Philadelphis,

J. W. Reynolds, Iric.

H. H. Bouston,

General Freight Agent, Philadelphia,

H. W. GWINNER,

General Ticket Agent, Philadelphia,

A. L. TYLER,

General Spy's, Williamsport.

PENNSYLVANIA GENTRALIA PENNSYLVANIA GENTRALIA RALIAROAD.

PHING ARKANGEMENT.

The trains of the Fennsylvania Central R. R. leave the Depot at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Rahway running to and from the Depot. The last car leaves From street about thirty minutes, prior to the departure of each Train.

ON SUNDAYS—Cars leave Eleventh and Market streete 45 minutes before departure of Evening Trains.

IMANN'S BAGGAGE EXPRESS will call for and deliver. Baggage at the Depot. Orders left at the office, No. 381 Chestont street, will receive attention.

TRAINS LEAVE AND ARRIVE AT DEPOT. THUS: THUS:

MAIL TRAIN
PAOLI ACCOM., No. 1
FAST LINE,
PARKESBURG,
HARBBURG ACCOM.,
LANCASTER ACCOM.,
PAOLI TRAIN, No. 2
ERIE MAI,
PHILADELPHIA EXPRESS;
ABBUYE

PAULI TRAILS, NO. 2
PHILADELPHIA EXPRESS; 9,00
PHILADELPHIA EXPRESS; 1,10
PHILADELPHIA EXPRESS; 7,10
PHILADELPHIA EXPRESS; 7,10
PHILADELPHIA EXPRESS; 7,10
PARKESBURG
LANCASTER TRAIN 1,225 P, M3
FAST LINE
PAOLI ACCOM, No. 3, 4,40
FAST LINE
PAOLI ACCOM, No. 3, 4,40
PAULY EXPRESS
HARRISBURG ACCOM, 1,10
PAULY EXPLAINT
HARRISBURG ACCOM, 1,10
PAULY EXPRESS
HARRISBURG ACCOM, 1,10
PAULY EXPRESS
HARRISBURG ACCOM, 1,10
PAULY EXPLAINT
HARRISBURG ACCOM, 1,10
P

PITTSBURGH, OOLUMBUR AND CINCINNATI RAILROAD

THE PAN HANDLE BOUTE WESTWARD. Owing to the great distance saved by THIS BOUTE the Government has assigned to it the carrying of the U.S. MAIL to the Principal Cities of the West and Southwest. Southwest.
THERE BEING BUT ONE CHANGE OF CARS'
BETWEEN PHILADELPHIA AND CINCINNATI,
AND BUT TWO TO ST. LOUIS.
PASSENGERS BY THIS ROUTE WILLARBIVE
IN CINCINNATI. INDIANAPOLIS. CAIRO AND
ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY.
OTHER LINE.

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